

No 2

FOURTH  
ANNUAL REPORT

OF THE

DIRECTORS

OF THE

MICHIGAN

Central Railroad Company,

TO THE

STOCKHOLDERS;

TOGETHER WITH THE

REPORTS OF THE TREASURER AND SUPERINTENDENT,

JUNE 1, 1850.

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BOSTON:

1850.

EASTBURN'S PRESS.



# R E P O R T .

DETROIT, JUNE 24, 1850.

*To the Stockholders of the  
Michigan Central Railroad Company.* }

WE present to you herewith the Reports of Mr. Upton, Treasurer, and of Mr. Brooks, Superintendent and Engineer, giving an account of the operations of the Company for the year ending 31st May.

You will see that our gross receipts have been

For through passengers,	\$198,547.46	against	65,676.12	last year.
“ way passengers,	169,889.24	“	132,091.44	“ “
“ freight, chiefly local,	279,410.81	“	214,439.20	“ “
“ mail, steamboat net earnings, and miscellaneous,	51,028.61	“	15,222.77	“ “
Total,	\$698,876.12	“	427,429.53	“ “
Our expenses exclusive of interest,	301,649.13	“	239,233.76	“ “
Leaving our net income applicable to interest and dividend,	397,226.99	“	188,195.77	“ “
Our surplus from last year, was	53,312.56			
Total income fund,	450,539.55			

Brought forward,	\$450,539.55
We have paid interest,	242,109.78
8 pr. ct. stock dividend,	190,368.00-432,477.78

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Leaving our present balance of income account,	\$18,061.77
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We had reason when we made our last Report to anticipate a much better result, but our business has suffered from a combination of difficulties such as can hardly occur again in any one year. Some of these we will name at the risk of repeating what is familiar to most of those interested.

First. We started our Lake Erie Line late in the spring, with only two Boats to do the work of three a distance of two hundred and seventy miles per diem, and although they performed admirably, it naturally required time to gain the reputation for speed and efficiency which they have now established.

Second. We found so much competition from the Upper Lake Boats, upon which the public had become accustomed to travel, that we considered it expedient to reduce our Cabin fares during the Summer to \$5, at and under which price our competitors were carrying their passengers from Buffalo to Chicago.

Third. The fear of Cholera checked all the Western travel last Summer, so that we had a very small number of passengers as well as a very low fare.

Fourth. The crop of wheat proved unusually short, which cut down our freight receipts, and also our local passenger business.

Under all these disadvantages we have earned enough to pay our interest, and with the help of a part of our surplus earnings from the previous year, have been able to pay a dividend of 8 per cent.

We now start with a well organized line of three Boats which are perfectly adapted to their business. The Mayflower belongs to the Company, and the others were built by Messrs. E. B. & S. Ward, expressly to run in connection with the road.

We have made our route widely known by the experience of those who have passed over it, which is the best mode of advertising. With our fares at \$10 going West and \$9 coming East, we are steadily increasing both in number and in the proportion of passengers, and we see no reason to doubt that at least our present rates can be maintained through the season.

With these advantages over last year we may confidently rely upon a better business, even if the Cholera and another short crop of wheat should again interfere with us—and with the data in your possession we leave it to you to judge what our prospects are in case the West is free from Cholera and is favored with good crops.

In this connection we would call your attention to the success of the policy recommended and carried out by Mr. Brooks, in regard to reducing the rates of freight on several bulky articles, and especially on the coarser grains for the purpose of encouraging the planting of a variety of crops instead of relying upon wheat alone.

You will see that we carried in 1848, 834 bushels oats and corn; in 1849, 16,971 bushels; the past year 204,789 bushels; and whatever may be the out-

turn of the wheat crop we may fairly expect an increase of these coarser grains, as the amount planted is known to be large. You will also see that we have received during the past year, about \$147,000 for miscellaneous freight, against about 100,000 the previous year, being an increase of 47 per cent., whilst our wheat and flour gave us only about \$133,000 against 115,000, being an increase of only 15 per cent., in both cases however on an increased length of road.

After mature deliberation we last Summer decided that it was expedient to extend our road to Michigan city, a distance of  $9\frac{1}{2}$  miles, and upon receiving in writing the consent of two thirds of our Stockholders, we made the necessary arrangements to do so. The grade is easy, and so much progress has been made in the work that the road can be put into operation in a very short time after the iron now on the voyage shall arrive. We think the local business from this point will give a good return upon our outlay, while it is obviously expedient to have our Western terminus upon a line where we can avail of the Railroads which will eventually be built around the head of Lake Michigan to Chicago, and South through Indiana towards the Ohio by the Companies which now hold Charters, *or by some others.*

About half of our receipts from through passengers are obtained from those passing to and from Chicago and Indiana, and the remainder from those going to and from Milwaukie and other northern ports. For the last named traffic New Buffalo will always continue to be the best point of departure excepting of course in midwinter.

Among much interesting matter in Mr. Brooks's report you will find the satisfactory information that several Plank Road Companies have been chartered, and five been commenced, which promise to give us all the advantages of so many branches, without the inconvenience and loss which generally result from a connection with small branch Railroads.

By Mr. Upton's report you will observe that we have sold about \$500,000 of our convertible Bonds at par. A further issue of Stock or Bonds will be required to complete the road to Michigan City; to provide means for replacing our light rail with a heavy one; and to fund our floating debt which was created in building our road.

We think the time is approaching, when we can make the needful arrangements for these purposes on favorable terms.

All which is respectfully submitted, by order of the Board of Directors.

J. M. FORBES,  
*President M. C. R. R. Co.*

## TREASURER'S REPORT.

*To the President and Directors of the  
Michigan Central Railroad Company.* }

I respectfully submit to you the accounts of the Company for the year just closed, to be presented through you to the Stockholders, at the annual meeting, to be holden on the 24th inst.

The account marked A, shows the standing of the Company in general account. By a comparison with the account for the previous year, it will be seen that the Capital Stock has been increased from two millions three hundred and seventy-nine thousand five hundred dollars, to two millions five hundred and sixty-one thousand five hundred dollars. This increase grows out of a stock dividend made on the 27th of December last, agreeably to a Circular issued from this office, of that date. It will also be seen that the Bonded Debt of the Company has been increased five hundred and thirteen thousand dollars, and now amounts to the sum of two millions seven hundred and eighty-four thousand three hundred and fifty dollars. The money received from the sale of these Bonds was appropriated in part on account of Construction, and the balance to reduce the floating debt of the Company.

There has been expended for Construction, the



past year, the sum of three hundred and forty-one thousand seven hundred and six dollars and seventy-two cents, which also covers the amount already expended upon the Branch to Michigan City, and upon the superstructure now preparing, and relaying sixteen miles of the old road with heavy rail.

Since the last annual meeting, the Directors have concluded to extend the road to Michigan City, and the necessary railroad iron for that extension, and for the relaying of about sixteen miles of the flat bar track, has been contracted for, to arrive in the United States in the course of the next sixty days.

A proposal has also been made by this Company, and accepted by the Post Office Department, for the transportation of the Mails between Detroit and New Buffalo, for the four years commencing on the first of July next.

The Income account, marked B, gives the *receipts* of the road, and shows the standing of this account. A slight difference will be found between this account and the *Earnings* account as reported by Mr. Brooks, Superintendent; the former showing the actual receipts collected during the year, while the latter shows the earnings only.

The paper marked C, gives the gross receipts and the Operating account for the year;—the receipts for the year just closed being six hundred and ninety-eight thousand eight hundred and seventy six dollars and twelve cents, against four hundred and twenty-seven thousand four hundred and twenty-nine dollars and fifty-three cents for the year preceding.

I have prepared a paper marked D, giving the receipts and Operating accounts for the last five

years, thinking it would be convenient as a matter of reference, and showing the gradual development of the road, as it was from time to time extended, until its present completion.

I do not doubt but this Company will earn the usual annual dividend of eight per cent. for the first of December next.

*Office of the Michigan Central }  
Railroad Company. }*

GEO. B. UPTON, *Treasurer.*

*Boston, June 1, 1850.*

A.

A.

<i>Dr.</i>		<i>Michigan Central Railroad Company in General Account,</i>		<i>Contra</i>	<i>Cr.</i>
1850. June 1	To Capital stock, - - - - -	\$2,561,500.00	By Construction No. 1, Purchase of Road, - - - - -		\$2,000,000.00
	“ Bond account		“ Construction No. 2, Expenditure since Purchase, - - - - -		3,896,339.75
	8 per cent. Unconvertible Bonds, \$1,144,850.00		“ Cash on hand, - - - - -		48,061.79
	8 per cent. Convertible Bonds, - - 1,285,000.00		“ Cash in hands of U. T. Howe, Local Treasurer, - - - - -		17,426.05
	7 per cent. Unconvertible Bonds, - 354,500.00		“ Cash in hands of J. W. Brooks, Superintendent and Engineer, - - - - -		6,616.29
	“ Income account, balance of this account, - - - - -	2,784,350.00			
	“ Bills Payable, - - - - -	18,061.77			
	“ Unpaid Dividends, - - - - -	604,124.11			
		408.00			
		<u>\$5,968,443.88</u>			<u>\$5,968,443.88</u>

Errors excepted.

GEO. B. UPTON, *Treasurer.*

BOSTON, JUNE 1, 1850.

B. B.

*Income Account. Receipts of Road. Contra. Cr.*

1850. June 1	To balance of this account per Treasurer's Report, of June 1, 1849, - - \$57,766.37 Deduct amount of earnings uncollected at that time, 4,453.81		1850. June 1	By Dividend declared Dec. 27th, 1849, 8 per cent. - - - - " Operating account from June 1, 1849, to June 1, 1850, as per statement C, - - - - " Balance to New account, - -	\$190,368.00  548,758.91 18,061.77
	To Receipts of Road from June 1, 1849, to June 1, 1850, per state- ment C, - - - - -	53,812.56  698,876.12			
		<u>\$752,188.68</u>			<u>\$752,188.68</u>
" "	To Balance of Income account, this day, - - - - -	\$18,061.77			

Errors Excepted.

BOSTON, JUNE 1, 1850,

GEO. B. UPTON, *Treasurer.*

C. C.

*Gross Receipts of Road, for year ending May 31, 1850.      Operating account for the year ending May 31, 1850.*

Month.	Freight.	Passengers.	Miscellaneous.	Total.	Amount.	Date.	Account.	Amount.	Amount.
1849						1850			
June, -	\$ 17,137.12	\$ 29,106.29	\$ 11.00	\$ 46,254.41		June 1	Road repairs, -	\$ 66,267.65	
July, -	9,363.71	26,264.13	12.50	35,640.34			Building " -	2,419.26	
August, -	19,905.17	25,836.33		45,741.50			Locomotive repairs, -	40,582.03	
September,	43,428.88	44,830.72	3,845.64	92,105.24			Car " -	22,580.94	
October, -	52,481.92	70,203.90	681.37	123,367.19			Locomotive service, -	31,075.38	
November,	51,010.82	37,042.90	6.25	88,059.97			Train " -	7,796.74	
December,	10,565.34	17,740.02	9,354.28	37,659.64			Fuel, - - -	30,092.35	
1850									
January,	13,481.37	8,826.25	207.16	22,514.78			Oil and waste, -	11,435.38	
February,	7,873.48	9,585.50		17,458.98			Stationery, -	4,273.89	
March, -	8,215.85	17,938.18	239.96	26,393.99			Incidentals, -	35,631.90	
April, -	18,435.88	31,122.63		49,558.51			State tax, -	11,898.00	
May, -	27,156.59	57,198.53	29,766.45	114,121.57			Station services, -	57,595.61	
	\$279,056.13	\$375,695.38	\$ 44,124.61	\$698,876.12				321,649.13	
							Deduct amount charged to construction for work done for that account, during the year, - - -	20,000.00	301,649.13
							Interest paid from June 1, 1849, to June 1, 1850, - - -		242,109.78
							By balance, being the net receipts of the year ending May 31, 1850, - -		543,758.91
									155,117.21
									\$698,876.12

Errors excepted.

BOSTON, JUNE 1, 1850.

GEORGE B. UPTON, *Treasurer.*

# D.

*Statement showing the Receipts of the Road for the last five years, and the Operating Accounts for the last three years, with the average length of the Road run for the years respectively.*

FOR THE YEARS ENDING MAY 31st.

Year.	Freight.	Passengers.	Miscellaneous.	Total.	Operating Account.	Miles.
1846	\$168,534.86	\$101,602.43	\$7,340.79	\$277,478.08		145
1847	219,920.82	121,830.72	5,803.78	347,555.32		145
1848	207,094.53	138,649.53	14,291.69	360,035.75	\$190,612.71	145
1849	214,439.20	197,767.56	15,222.77	427,429.53	239,233.76	182
1850	279,056.13	375,695.38	44,124.61	698,876.12	301,649.13 242,109.78 Interest.	218

## SUPERINTENDENT'S REPORT.

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*To the President and Directors of the  
Michigan Central Railroad Company.* }

THE following Report upon the operations and business of the Road for the past year is respectfully submitted.

The extension of the Road from New Buffalo to Michigan City, a distance of about 9 1-2 miles, is graded, the chairs, ties and spikes ready, and the track can be laid very soon after the arrival of the rails. The buildings at Michigan City are about being let, and will probably be ready for business as soon as they will be required.

The carrying trade for the lakes is so much depressed this season, (more than two-thirds of the whole shipping being at present idle,) that prices will be too low at the opening of the harvest for us to get much produce from Michigan City till quite late in the fall, when prices will come up to fair rates.

It will probably be one or two years more before the carrying trade of the lake country will grow to fully meet the large expansion of commercial facilities created in 1846 and 1847, by the great demand and movement of breadstuffs in those years. When this business shall find an equilibrium, the value of the

freighting business upon the western portion of our line will be much enhanced.

To supply avenues to market from the country tributary to our line, but not directly upon it, a considerable number of plank roads have been chartered by the Legislature, most if not all of which have been organized, and the construction of five of them has been commenced. Of those commenced, one is from Jackson northward, one from Brattle Creek northward, one from Kalamazoo southward, and one from Paw Paw northwesterly, and one from Michigan City southeasterly, which connects our terminus with the prairies of northern Indiana. These it is believed will be vigorously prosecuted, and others commenced at an early day. So far as this kind of Road has been constructed in this State, they are very popular with the public, and they have proved highly profitable to the Companies. They are all constructed very substantially of white oak at the light cost of from twelve to fifteen hundred dollars per mile, which brings them within reach of the people of most of the favorable localities for their construction, and so far, though we are but little conversant with their affairs, and of course have no pecuniary interest in them, we believe they are constructing entirely from local means.

This kind of Road for moderate distances, appears better adapted to the wants of such an agricultural population as ours than any other, and while no consideration would be likely to induce the Company to become interested in the construction of Branch Railroads, which have proved so almost universally disastrous, it is gratifying to find that we are likely to receive all the advantages they would probably bring,



without having the burden of their support thrown upon our main line.

To meet the necessity for a cheaper and more rapid disposition of the large amount of grain to be shipped in bulk from our Road at Detroit, a grain depot is being constructed with proper machinery for handling and shipping grain, with a less cost to the Company and fewer delays and inconveniences to our customers. It is believed this will add materially to the disposition of purchasers to use our line as a medium of transit, and seek their supplies in the country tributary to our Road.

The gravelling of the Road bed between Niles and New Buffalo has been carried on with considerable energy during the whole of the past year, except when the ground was closed by frost. Much of the gravel for this purpose has been carried upwards of twenty miles. This long distance of hauling has lengthened out the work and made the cost of it very heavy. It is hoped that it may be finally completed by the first of September next, so that the whole working stock of the Road may be used in the fall trade.

A few of the stations upon the old line between Detroit and Kalamazoo have not been provided with the longer turnouts and full depot accommodations. These it is desirable to complete at no distant day, for the general convenience of the business of the Road, and to get rid of the local charges upon freight by the private warehouses.

The ties have been prepared and are in readiness for relaying that portion of the flat bar, (about 16 miles,) which it is proposed to relay with heavy iron this season. We shall be prepared to lay it as rapidly as the rails will be likely to arrive, which it is hoped

may be early enough to be in use for the heaviest of the fall business.

Two through passenger trains were continued throughout the year, excepting from November 29th to April 26th, when but one was run ; during this latter period, the one train left Detroit and New Buffalo in the morning. When two trains are run for the accommodation of the through business in summer, it is necessary to leave Chicago with the steamers morning and afternoon, to suit the arrival of connecting conveyances at that point. This gives our eastward trains a departure from New Buffalo at about midday and ten o'clock at night, which is less convenient for the way travel of the western portion of the line in its communication with Detroit than is desirable, but better for the eastern half of the line than any variation could make it, as it gives these passengers an arrival in Detroit at half past ten in the morning, and a departure at six o'clock in the evening, leaving the whole day for business in the city.

To meet these trains eastward, a steamer leaves Milwaukie every morning, touching at Southport, Racine, Waukegan and Chicago, leaving the latter place in the afternoon. Passengers by this line arrive in Detroit for the North Shore steamers, which leave here at 11 o'clock A. M., and connect with the day express train from Buffalo to Albany. Passengers by this line go from Milwaukie to Buffalo in 45 hours, and from Chicago to Buffalo in 35 hours. Passengers leaving Chicago in the morning, connect with our mid-day train from New Buffalo, and arrive at Detroit at midnight. From this train there is no boat east till eleven o'clock, after the other train arrives.

To meet the afternoon westward trains, the steamers

of the North Shore line leave Buffalo on the arrival of the day express train from Albany, at about 10 o'clock P. M., leaving Detroit in the afternoon, arriving in Chicago next morning, and in Milwaukee the evening of the same day.

To meet the morning train westward, a steamer leaves Cleveland every evening. Passengers by this line arrive at Chicago about midnight. Under this arrangement, opportunity is given eastern passengers by the North Shore Buffalo line to stop over night at Detroit if they choose, and cross the country by daylight.

Second class passengers are taken by the through passenger trains, but emigrant passengers with their large quantities of luggage are carried by the freight trains, in comfortable cars, prepared for taking certain kinds of return freight. These cars much of the time would go westward empty but for this class of passengers to fill them with.

The steamers running in our connection, upon which passengers are ticketed are as follows,

#### BUFFALO, NORTH SHORE LINE.

Steamers May Flower, Atlantic and Ocean.

#### CLEVELAND LINE.

Steamers Southerner and Baltimore.

#### SANDUSKY LINE.

Steamer Arrow.

#### CHICAGO AND MILWAUKIE LINE.

Steamers S. Ward and Pacific.

#### CHICAGO LINE.

Steamer J. D. Morton.

The Stock of Cars and Locomotives upon the Road is as follows:

## FREIGHT CARS.

50 open 8 wheeled cars, reckoned as single,	-	-	100
188 covered 8 " " "	-	-	376
12 " 8 " fitted for emigrants, reckoned as single,	24		
60 " 4 " reckoned as single,	-	-	60
10 " 4 " " "	-	-	10
Total Freight Cars,	-	-	570

## PASSENGER CARS.

3 first class 8 wheeled cars with 48 seats each,	144 seats
1 " 8 " " with 56 " "	56 "
6 " 12 " saloon " " 67 " "	402 "
10 " 12 " " " 76 " "	760 "
2 second class 8 wheeled cars with 48 seats each,	96 "
2 " 8 " " 40 " "	80 "
4 " 8 " " 64 " "	256 "
28	1794

Five Baggage cars, 3 of which are fitted for distributing U. S. mails.

## GRAVEL AND OTHER CARS.

Gravel Cars,	-	-	-	-	-	-	-	44
Hand Cars,	-	-	-	-	-	-	-	24
Repairing Cars,	-	-	-	-	-	-	-	30
								98

## RECAPITULATION.

Freight Cars, reckoned as single,	-	-	-	-	570
Passenger Cars,	-	-	-	-	28
Baggage " "	-	-	-	-	5
Gravel " "	-	-	-	-	44
Hand " "	-	-	-	-	24
Repairing " "	-	-	-	-	30
Total,	-	-	-	-	701

The present Stock of Locomotives is as follows :

2	of	12 tons,	2	drivers,	rebuilt by Company,
2	of	13	"	2	" " "
1	of	12	"	4	"
2	of	18	"	4	" one rebuilt and one rebuilding,
10	of	18	"	4	"
2	of	19	"	4	"
1	of	21	"	4	"
1	of	1 1-2 tons,	2	drivers,	
7	of	24	"	6	"

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By the first of September there will be added to the above about 40 double covered freight cars, and one 24 ton freight engine with 6 drivers.

The earnings and operating expenses of the Road from June 1st, 1849, to May 31, 1850, are as follows :

FROM PASSENGERS.

Through passengers, westward,	117,282.72	
"            "            eastward,	81,264.74	
	<hr/>	198,547.46
Way passengers, westward,	88,931.33	
"            "            eastward,	80,957.91	
	<hr/>	169,889.24
		<hr/>
Total from passengers,		368,436.70

FROM FREIGHT.

Transportation of wheat and flour,	\$132,678.41	
"            of other freights,	146,732.40	
Total from freight,	<hr/>	279,410.81
Miscellaneous earnings, including steamboat and mail,	44,124.91	
	<hr/>	
Total earnings,		691,972.42
		<hr/>
Total expenses as per statement,		289,751.13
State Tax,		11,898.00
		<hr/>

## NUMBER OF PASSENGERS.

Through passengers, westward,	35,667	
“ “ eastward,	19,923	
Total through,	<hr/>	55,590
Way passengers, westward,	52,386	
“ “ eastward,	44,696	
Total way,	<hr/>	97,082
Total number of passengers,		<hr/> <hr/> 152,672

The receipts for through freight carried in connection with the steamers on Lake Michigan during the past year, has probably not been equal to the receipts from through passengers not connected with the said steamers. The receipts therefore for freight and way passengers, may safely be regarded as belonging to the local business of the Road. The cholera of the past summer affected our way business in a measure, though not as seriously as it did the long travel. Notwithstanding this, it will be seen from statement A, that the way passengers have increased in number 24 per cent., and in receipts 28 per cent.

From statement C, it will be seen that while the receipts from wheat and flour have increased but 15 per cent., the receipts from other freights have increased 47 per cent. This latter result has in a great measure been affected by such modifications in our tariff of freight charges as were alluded to in my last report, as intended to promote the exportation of a greater variety of products instead of relying so fully upon wheat, the crops of which for the last three years have been light in our State. Wheat, though an uncertain crop, is not liable in Michigan to the almost total failures which sometimes occur in Ohio, Northern Indiana, and some other localities. Our soil

being more diversified, this crop is not so universally affected by the same cause.

Statement E, especially that portion composing the freight moved for the last three years, shows the practical results of an effort to increase the exportation of miscellaneous produce from the territory tributary to our line. To this I would call attention as showing the rapid development of the local business of the Road, its increasing variety, promising permanency and a rapid growth. Our State is so young, but a few years from a territory, and still fewer years since her breadstuffs were brought from New York, and her meat from Ohio, (her first exports occurring in 1839 or 1840,) and until this Road was improved and extended, without any suitable means of communication with a market, that I cannot but regard the local business as but just budding into a growth quite certain to more than meet the most sanguine expectations of its friends.

The through business was so seriously reduced by the prevalence of the cholera on our Western thoroughfares during the early part of the year, and this being the first year of through business over this route, I regard it as furnishing no data by which to judge of the value of this branch of our business.

Statement F, shows the distances of our stations from Detroit, and prices of fare and freight. Those stations against which second class passenger fare is placed, are regular stations, the balance signal stations.

Statement G, shows the number of miles run by trains monthly in the different classes of service.

Statement H, shows the monthly disbursements on account of operating the Road. In this latter statement for May, the closing month of the year, the sum of twenty

thousand dollars is deducted for work done by trains on construction, of which no account was taken monthly, except that of keeping a record of the number of miles run in this service. About one third of the miles run by hauling timber, and all the miles run by gravel trains belong to this account, making about seventy thousand miles run on account of construction, and paid from the operating department. This amount of service upon construction, cost the operating department considerably more than the amount charged ; but it was thought better to charge too little to construction, than to have the appearance of favoring the operating department in this respect.

I am, very respectfully,

Your obedient servant,

J. W. BROOKS,

*Superintendent and Engineer.*

DETROIT, JUNE 1ST, 1850.



## **TABLES TO SUPERINTENDENT'S REPORT.**

## A.

STATEMENT of the number of Way Passengers and Earnings from the same, for the years ending May 31, 1849, and May 31, 1850.

Months.	NO. OF WAY PASSENGERS.		WAY PASSENGER EARNINGS.	
	Year ending May 31, 1849.	Year ending May 31, 1850.	Year ending May 31, 1849.	Year ending May 31, 1850.
June, - - -	6,417	9,676 $\frac{1}{2}$	\$ 10,363.26	\$ 16,728.51
July, - - -	6,876 $\frac{1}{2}$	7,883 $\frac{1}{2}$	10,471.96	12,835.54
August, - -	7,207 $\frac{1}{2}$	6,517 $\frac{1}{2}$	11,860.30	10,612.48
September, -	8,670	12,166 $\frac{1}{2}$	15,335.65	20,717.15
October, - -	8,834 $\frac{1}{2}$	12,264	16,909.80	25,581.30
November, -	7,024 $\frac{1}{2}$	9,058	11,214.50	16,871.95
December, -	5,164	5,106 $\frac{1}{2}$	7,023.51	8,264.32
January, - -	3,909	4,707 $\frac{1}{2}$	5,516.26	6,907.26
February, -	3,526 $\frac{1}{2}$	4,597	5,217.20	6,917.41
March, - -	5,799 $\frac{1}{2}$	6,511 $\frac{1}{2}$	7,549.18	9,703.55
April, - - -	6,738 $\frac{1}{2}$	8,089	12,174.92	14,803.46
May, - - -	8,087	10,504 $\frac{1}{2}$	18,454.90	19,946.31
Total, - -	78,254 $\frac{1}{2}$	97,082	\$132,091.44	\$169,889.24

## B.

STATEMENT of the whole number of Passengers and Earnings from the same, for the years ending May 31, 1849, and May 31, 1850.

Months.	WHOLE NO. OF PASSENGERS.		PASSENGER EARNINGS.	
	Year ending May 31, 1849.	Year ending May 31, 1850.	Year ending May 31, 1849.	Year ending May 31, 1850.
June, - - -	7,655	14,673	\$ 14,688.59	\$ 31,238.56
July, - - -	7,630	13,311 $\frac{1}{2}$	12,849.61	24,307.50
August, - -	8,253 $\frac{1}{2}$	11,342 $\frac{1}{2}$	15,284.38	25,104.81
September, -	10,162	20,480 $\frac{1}{2}$	20,133.99	48,270.39
October, - -	11,027	21,737	25,146.35	63,144.00
November, -	8,652 $\frac{1}{2}$	13,667	17,380.60	36,547.70
December, -	5,609 $\frac{1}{2}$	6,012 $\frac{1}{2}$	9,507.31	13,332.56
January, - -	4,200 $\frac{1}{2}$	5,064 $\frac{1}{2}$	7,184.66	9,222.51
February, -	3,873 $\frac{1}{2}$	4,990	7,195.10	9,419.91
March, - -	6,337 $\frac{1}{2}$	7,838	10,629.59	18,130.55
April, - - -	8,181	12,964 $\frac{1}{2}$	19,841.56	35,597.45
May, - - -	14,488	20,591	37,925.82	54,120.76
Total, - -	96,070	152,672	\$197,767.56	\$368,436.70

## C.

STATEMENT of amount received from Freight of Wheat and Flour, and all other Freights, for the years ending May 31, 1849, and May 31, 1850.

Months.	Am't rec'd from Wheat and Flour.		Amount rec'd from other Freight.	
	Year ending May 31, 1849.	Year ending May 31, 1850.	Year ending May 31, 1849.	Year ending May 31, 1850.
June, - - -	\$ 2,647.95	\$ 4,674.47	\$ 13,388.26	\$ 12,462.65
July, - - -	1,918.81	1,149.19	5,029.98	8,214.52
August, - -	4,862.66	13,583.44	4,650.62	6,321.73
September, -	26,287.47	29,736.18	8,350.00	13,692.70
October, - -	31,272.07	39,161.64	15,017.62	23,141.19
November, -	15,365.10	23,725.78	14,155.60	18,556.33
December, -	2,983.00	3,988.89	6,531.26	10,073.47
January, - -	5,988.28	2,649.53	4,211.46	4,926.87
February, -	6,047.98	3,616.51	2,124.17	6,290.36
March, - - -	4,479.86	2,125.13	3,077.97	8,177.46
April, - - -	7,844.09	5,160.64	6,764.68	13,134.82
May, - - -	5,318.34	3,107.01	16,121.97	21,740.30
Totals, - -	\$115,015.61	\$132,678.41	\$ 99,423.59	\$146,732.40

## D.

STATEMENT of the Earnings of the Michigan Central Railroad, from June 1, 1849, to May 31, 1850, inclusive.

Months.	Freight.	Passengers.	Miscellaneous.	Total.
June, - - -	\$ 17,137.12	\$ 31,238.56	\$ 11.00	\$ 48,386.68
July, - - -	9,363.71	24,307.50	12.50	33,683.71
August, - -	19,905.17	25,104.81	.	45,009.98
September, -	43,428.88	48,270.39	3,845.64	95,544.91
October, - -	62,302.83	63,144.00	681.67	126,128.50
November, -	42,282.11	36,547.70	6.25	78,836.06
December, -	14,062.36	13,332.56	9,354.28	36,749.20
January, - -	7,576.40	9,222.51	207.16	17,006.07
February, -	9,906.87	9,419.91	.	19,326.78
March, - - -	10,302.59	18,130.55	239.96	28,673.10
April, - - -	18,295.46	35,597.45	.	53,892.91
May, - - -	24,847.31	54,120.76	29,766.45	108,734.52
Totals, - -	\$279,410.81	\$368,436.70	\$ 44,124.91	\$691,972.42

E.

# MONTHLY STATEMENT

of Freight moved during the year ending May 31, 1850.

Total amount of Freight moved in the following years.

Articles.	June.	July.	Aug.	Sept.	October.	Nov.	Dec.	Jan.	Feb.	March.	April.	May.	Years ending May 31, 1848.	Years ending May 31, 1849.	Years ending May 31, 1850.
Apples	bbls.	15	2	6	98	182	1,015	35	4			2	2,416	2,849	1,484
Ale and beer	"	134	238	116	144	292	470	98	82	99	104	173	708	685	2,348
Ashes	tons	39	146	20	33	37	44	25	26	29	82	60	284	330	456
Barley	bush.	98	16	14	170	690	3,800	1,351	2,802	711	642	128	5,998	4,918	11,646
Buckwheat flour	tons				2	2	10	2	2	1			7	18	30
Beans	bush.	11	46	37	28	57	713	1	83	147	209	276	171	179	1,647
Bran and shorts	tons	11	19	12	34	57	52	12	17	57	89	31	98	260	419
Beef	bbls.		1			149	671	47	38	22	8	17	40	56	959
Butter	tons	5		3	8	12	6	6	2	10		1	22	29	65
Corn	bush.	18,134	2,176	1,149	3,154	4,478	1,146	8,062	16,828	25,372	22,540	26,677	792	15,525	131,270
Corn meal	bbls	1	18	1		9		11	25	30	113	13	1,173	883	230
Cheese	tons	4	6	6	9	18	15	1	1	4	5	5	13	60	82
Cranberries	bbls.			3	131	874	409	27	4	11	9	6	885	125	1,487
Coal	tons	32	21	39	65	89	82	28	17	28	33	25	303	428	493
Fruit, dried	tons	17	10	6			11			1		3		118	57
Flour	tons	12,317	3,236	35,093	75,178	100,906	63,639	5,616	7,033	4,903	14,588	10,667	256,347	304,050	343,300
Furniture and luggage	bbls.	123	170	99	146	293	215	44	54	81	222	236	746	1,135	1,764
Grass and clover seed	"		1	1	5	12	12		11	22	10	5	27	32	82
Garden roots	"	11	7	2	1	17	48	2	9	42	313	245	11	189	706
Ham and bacon	"		2				1	6	7	11	7	5	44	51	46
Highwines	casks	360	70	179	345	504	579	401	540	423	1,755	1,300	266	1,175	6,985
Hides	tons	7	3	2	3	9	17	8	10	3	9	9	58	108	93

Iron and nails	134	69	98	149	227	230	66	28	48	59	112	210	776	1,024	1,433
"	33	33	31	48	21	34	2	1		1	14	44	151	221	263
Lime	223,506	135,180	90,228	60,228	134,774	144,190	104,142	112,716		114,261	149,855	358,606	499,653	700,290	1,687,506
Lumber	20	9	11	29	43	35	34	12	3	5	9	25	33	175	191
Laths	14	17	14	23	29	48	34	12	10	8	14	20	109	172	248
Leather	"	6	2		5	13	2	1				8	68	36	37
Millstones	"	731	651	1,154	2,263	1,766	631	217	252	266	660	1,772	6,484	8,752	11,163
Miscellaneous merchandise	967	199	3,984	11,182	3,545	631	4,039	18,425	12,426	12,426	13,584	4,537	42	1,446	73,519
Oats	1	1	3	45	11	10	2	7	2	11	44	15	40	99	155
Other agricultural products	19	3	26	1	47	20	33	12	52	150	377	149	188	893	892
Plaster	47	194	84	166	133	74	49	3	2	9	35	32	342	547	829
Pelts and skins	2	6		3	9	22	27	10	4	14	9	6	28	50	117
Pork	61	66	92	25	15	57	115	179	723	233	131	136	2,105	1,798	1,834
Pork in hog					4	7	214	122	31	16	3	2	153	325	402
Salt	1,641	3,726	1,958	3,522	4,026	3,500	892	56	98	44	82	184	14,271	12,166	19,729
Stoves	33	40	28	46	67	114	31	5		1	10	19	341	372	397
Shingles	899	581	647	452	809	673	353	642	693	745	473	481	1,987	4,161	7,380
Wool	117	131	26	10	11	5	1	1	1	5	2	1	205	259	313
Wheat	743	559	28,406	49,972	157,293	43,743	4,362	5,145	7,789	4,359	8,833	2,737	109,197	185,888	213,946
Whiskey	186	358	291	239	194	369	253	146	183	163	102	167	1,902	1,065	2,651
Neat cattle	6	4		24	15	8	5	5	4	15	15	23	15	61	119
Horses	10	20	47	13	17	9	12	2	20	97	88	37	14	64	360
Hogs	48	40		200	104	60	382	169	5	66	122	896	75	248	2,092
Sheep															1,793
Wood	318	3	177	785	207	15	13	33			127	115	63	85	1,017
Total in Tons.	4,197	2,915	6,483	12,599	17,530	12,551	3,209	2,103	4,905	2,938	5,524	6,108	45,918	59,194	81,066

## F.

SCHEDULE OF STATIONS, *with their distances and rates of Freight, and Passenger Fare, from Detroit.*

Stations.	Miles from Detroit.	Passenger Fare.		Rates for Freight.		
		1st Class.	2nd Class.	1st Class.	2d Class.	3d Class.
				Cents per 100 lbs.	Cents per 100 lbs.	Cents per 100 lbs.
Detroit, - - -						
Dearborn, - - -	10.1	.35	.30	7	6	3
County House, -	15.0	.50				
Wayne, - - -	17.5	.60	.50	10	8	5
Sheldons, - - -	23.2	.75				
Ypsilanti, - - -	29.4	.95	.80	16	11	7
Lowell, - - -		.95				
Geddes Mills, -	33.5	1.00		18	12	8
Ann Arbor, - -	37.4	1.10	.90	20	14	8
Foster's Mills, -	40.5	1.20		21	15	9
Farmer's Mills, -	41.9	1.25		22	16	10
Delhi, - - -	43.0	1.25		22	16	10
Scio, - - -	44.4	1.30		23	16	10
Dexter, - - -	46.8	1.35	1.05	24	17	11
Chelsea, - - -	56.1	1.65	1.30	27	20	13
Francisco, - - -	61.2	1.80		30	21	14
Grass Lake, - -	65.4	1.95	1.50	31	23	15
Leoni, - - -	68.4	2.05		32	23	16
Michigan Centre,	71.8	2.15		34	24	17
Jackson, - - -	75.7	2.25	1.75	35	25	18
Sandstone, - -	81.8	2.45				
Gidley's, - - -	85.4	2.55	2.00	39	27	20
Concord, - - -	89.2	2.65		40	29	21
Bath Mills, - -	92.3	2.75		41	29	22
Newburg Mills, -	94.3	2.80				
Albion, - - -	95.8	2.85	2.20	42	29	23
Marengo, - - -	101.3	3.00		43	30	24
Marshall, - - -	107.7	3.20	2.50	44	31	26
Emerald Mills, -	109.7	3.25				
Ceresco, - - -	113.0	3.35		46	32	27
Battle Creek, -	120.7	3.60	2.75	47	33	29
Agusta, - - -	130.1	3.90				
Galesburg, - -	134.7	4.00	3.10	50	36	32
Comstock, - - -	139.4	4.15		51	38	32
Kalamazoo, - -	143.4	4.30	3.30	52	39	33
Paw Paw, - - -	159.9	4.75	3.65	55	43	34
Decatur, - - -	167.6	5.00	3.85	55	43	32
Dowagiac, - - -	178.8	5.35	4.10	52	39	29
Niles, - - -	191.4	5.70	4.40	50	37	27
Buchanan, - - -	195.7	5.85		47	35	27
Terre Coupee, -	202.2	6.00	4.65	43	32	24
New Buffalo, - -	218.4	6.50	5.00	35	25	20

## G.

STATEMENT of miles run by locomotives, from June 1, 1849, to May 31, 1850, inclusive.

Months.	Passenger Trains.	Freight Trains.	Gravel Trains.	Hauling Wood.	Hauling Timber, &c.	Total Miles
1849						
June, - -	26,534	13,252	6,810	1,630	3,250	51,476
July, - -	24,852	12,426	6,240	840	3,120	47,478
August, -	25,288	14,070	6,480	1,734	2,940	50,512
Sept'r, - -	29,212	17,990	7,219	1,636	3,546	59,603
October,	31,828	23,494	8,146	1,741	3,591	68,800
Nov'r, - -	27,365	17,798	8,724	5,600	2,762	62,249
Dec'r, - -	12,654	12,415	2,826	1,266	1,605	30,766
1850						
January,	13,961	6,126	333	784	2,012	23,216
February,	13,550	10,555	372	214	2,645	27,336
March, -	12,919	11,856	2,045	250	2,686	29,756
April, - -	17,786	12,070	2,050	352	1,452	33,710
May, - -	26,777	13,242	7,462	748	2,169	50,398
Total, -	262,726	165,294	58,707	16,795	31,778	535,300

# H.

## S T A T E M E N T

*Of the Monthly Disbursements on account of operating the Michigan Central Railroad, for the year ending May 31st, 1850.*

Months.	Road Repairs.	Building Repairs.	Locomotive Repairs.	Car Repairs.	Locomotive Services.	Train Services.	Station Services.	Fuel.	Oil.	Stationery	State Tax.	Miscellaneous.	Total.
June,	\$ 6,931.19	\$ 23.95	\$ 2,625.14	\$ 1,380.96	\$ 3,038.94	\$ 791.83	\$ 4,499.90	\$ 1,053.72	\$ 1,085.06	\$ 611.18	\$	\$ 3,359.72	\$ 25,401.59
July,	5,372.41	35.18	2,034.18	1,232.32	2,715.13	609.58	3,385.96	343.22	721.36	73.93		4,243.50	20,766.77
August,	5,792.84	24.64	2,374.54	1,627.39	2,415.62	803.76	4,897.25	593.65	1,536.35	999.97		4,412.70	25,538.71
September,	5,941.85	150.76	3,758.17	1,214.78	3,556.38	923.89	5,404.31	470.26	1,053.90	105.90		4,806.59	26,486.79
October,	5,330.93	255.46	4,217.12	2,928.72	3,719.21	750.19	5,759.37	1,190.59	1,719.34	508.76		3,141.79	29,521.48
November,	5,174.86	396.21	4,284.88	2,205.04	3,321.50	873.99	7,492.18	1,280.37	2,267.95	300.11		6,013.32	33,610.41
December,	11,589.16	24.66	4,588.04	2,608.53	1,942.00	774.62	3,928.06	1,577.56	129.48	157.34		2,838.60	30,158.05
January,	4,035.09	567.12	3,757.04	1,344.91	2,229.84	400.00	3,036.17	6,677.31	46.07	102.56	11,898.00	2,338.36	36,432.47
February,	3,432.96	131.89	1,870.87	1,652.32	1,678.75	400.00	3,193.21	7,300.94	1,002.35	158.00		627.42	21,448.71
March,	3,945.21	52.11	3,829.09	2,296.02	1,778.50	365.50	3,646.01	5,240.15	403.68	471.70		1,658.62	23,686.59
April,	5,090.65	144.37	3,784.70	1,788.55	2,591.51	469.33	3,147.36	2,780.52	703.22	558.32		1,481.84	22,540.37
May	4,530.50	612.91	3,458.26	2,301.40	2,088.00	634.05	9,205.83	1,584.06	706.62	226.12		709.44	6,057.19*
	\$66,267.65	\$2,419.26	\$40,582.03	\$22,580.94	\$31,075.38	\$7,796.74	\$57,595.61	\$30,092.35	\$11,435.38	\$4,273.89	\$11,898.00	\$35,631.90	\$301,649.13*

\* \$20,000 deducted from May's total, being estimated amount of service chargeable to Construction, during the year.